Approved For Release 2006/01/30 : CIA-RDP69B00404R000100470005-9

FILE INFO

SECRET
(When Filled In)

REPRODUCTION PROHIBITED

ACTION																			
	1	XXD		6			11			16									
	2			7			12			17									
	3			8			13			18									
	4	OVC		9			14			19									
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25X1

25X1

SAND E C R E T 00045Z MAY 66 CITE [redacted]

[redacted] CABLE

OXCART MAT

25X1
25X1 REF [redacted]

[redacted]

CHIEF
OPS
PLANS
HOLD FOR:
T.H.
FILE

1. LAB TEST CONDUCTED PER 546D0624-1000 TEST SPECIFICATION REFER SCHEMATIC 546D0625 REV J.

ILLEGIB 2. CARD SN 8 HAS FOLLOWING PROBLEM - WHEN MOMENTARY GROUND IS APPLIED TO PIN 9 SUCH AS DETECTION SWITCHES, OPERATION IS NORMAL.

OPERATION, ALSO AS NOTED IN [redacted] PAR 2, REPLACEMENT OF THIS CARD IS PRECAUTIONARY IN THAT PROBLEM COULD NOT BE DUPLICATED OVER

25X1

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PAGE 2 [ ] S E C R E T

ON OLD CARD (SN 8).

4. RERUNING PREFLIGHT WITH CARD 10 IT WAS NOTED ON TWO OCCASIONS THAT 20 OR 33 SEC WERE REQUIRED FOR CAGING RELEASE RATHER THAN THE 10 SEC SPECIFIED. BASED ON PARA 3 ABOVE THIS WAS "QUESTIONABLE" AND TENDED TO CAUSE CONCERN THAT REAL PROBLEM WAS STILL PRESENT. AT THIS TIME SN 8 WAS REINSTALLED AND CHECKED OUT PROPERLY FOR PREFLIGHT.

5. SN 8 FOUND TO BE BAD AFTER FLIGHT. [ ] SHOWED UNJUSTIFIED CAGED CONDITION ALMOST ENTIRE PACKAGE RUN (36 MIN). LOCALLY PROCESSED MATERIAL DATA CHANNEL SHOWED CAGED. CARD SUBJECTED TO BENCH TEST IN PARA 4 ABOVE AND REMAINED IN CAGED CONDITION AS NOTED.

6. AFTER ATTAINING CRUISE AND ROLLING OUT OF 30 DEGREE TURN

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25X1

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12-67, 2820
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CLASSIFIED MESSAGE

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WHICH TOOK 11 MINUTES THE UNIT REMAINED CAGED FOR LAST 25 MINUTES OF FLIGHT.

9. WE'RE COGNIZANT OF POSSIBLE DAMAGED APERTURE LIMIT SWITCHES AND THREE SEPARATE TESTS WERE REPEATED ON THESE COMPONENTS. THESE TESTS INCLUDED PHYSICAL INSPECTION, CONTINUITY AND OPERATE TESTS DUPLICATING SYSTEM OPERATION. NO PROBLEMS WAS EVIDENT.

SECRET

BT

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FORM 2820
12-67
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CLASSIFIED MESSAGE

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PAGE 3 S E C R E T

7. DANGER IN SWAPPING 1A3A3 CARDS THAT ARE "QUESTIONABLE" AND NOT FOUND TO EXHIBIT DEFINITE REPEATABLE MALFUNCTION IS THAT PROBLEM MAY STILL EXIST ELSEWHERE IN CAGING LOGIC.

8. WHAT WAS CAGING BOTTLE PRESSURE READING FOLLOWING 68T075? DID IT AGREE WITH SC & DM AND DATA CHAMBER INDICATIONS OF NO UN-CAGES?

9. SUGGEST THAT POSSIBILITY OF DAMAGED APERTURE LIMIT SWITCH EXISTS. THERE MAY BE SOME PORTION OF ONE SWITCH THAT MAY REMAIN IN CONTACT FOR EXTENDED TIME AFTER ACTUATION.

10. FOR YOUR INFORMATION RELAY K 1 ON 1A3A3 IS LATCHED IN ON ITS OWN CONTACTS FOLLOWING ACTUATION AND WILL NOT RELEASE UNTIL RELAY K-2 HAS COMPLETED ITS TIME DELAY AND ACTUATED ITSELF AND UNTIL BOTH BUBBLE RELAYS ON 6A2A1 AND 6A2A2 BOARDS HAVE RELEASED. AN APERTURE LIMIT SWITCH SHORT WHICH EXHIBITS CLOSURE AFTER CAGING PIN IS CENTERED WILL ALSO CAUSE K-1 TO HANG UP.

S E C R E T

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